

Washington State Freight and Goods Transportation System 2007 Update

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Washington State Freight and Goods Transportation System (FGTS) 2007 Update

Agenda

- **Overview of Washington State's FGTS Classification System**
- **2007 FGTS Update**
 - Process and Status
 - 2007 T-1 and T-2 Classifications and Changes
 - Additions and Improvements
- **Key Findings and Next Steps**

Washington State FGTS Classification System

Overview

- Provides a snapshot of freight tonnage carried on roadway segments within the state.
- Used since 1995 to designate the most heavily used roads for trucks.
- Roadway segments are classified based on estimated gross annual tons of freight carried annually.
- Covers state routes, county roads, and city streets.
- FGTS Classifications:

| | | |
|------------|--|-------------------------------|
| T-1 | more than 10 million tons per year | } Strategic Freight Corridors |
| T-2 | 4 million to 10 million tons per year | |
| T-3 | 300,000 to 4 million tons per year | |
| T-4 | 100,000 to 300,000 tons per year | |
| T-5 | at least 20,000 tons in 60 days | |

Washington State FGTS Classification System

- The FGTS is used to:
 - Designate Freight Mobility Strategic Investment Board (FMSIB) Strategic Freight Corridors and establish funding eligibility for FMSIB grants.
 - Support Highways of Statewide Significance designation.
 - Fulfill federal reporting requirements.
 - Support planning for pavement needs and upgrades, traffic management, and other planning needs at the state and local level.
- The FGTS provides some information on current freight activity on the roadway system, but must be supplemented with additional analysis to understand freight needs and impacts.

Washington State FGTS Classification System

History:

- 1993 – RCW 47.05.021 requires FGTS designation.
- 1995 – Washington State Transportation Commission (The Commission) adopts first report and FGTS designation.
- 1998 – FMSIB jointly adopts FGTS designation for Strategic Freight Corridor designation.
- WSDOT updated the FGTS for adoption by FMSIB and The Commission in 1998, 2001, 2003, and 2005.
- 2006 – RCW 47.052.021 (4) requires WSDOT to designate the freight and goods transportation system.

Washington State FGTS Classification System

Methodology:

- The annual tons of freight carried is estimated from truck traffic count data, which is converted into average weights by truck type.
 - Estimated using average annual daily traffic (AADT), truck percentage, truck type, average truck type tonnage, and working days per year.
- Estimates may be used for some of the calculations when actual truck counts are not available.
- The FGTS Update team reviews tabular and graphic information for errors and inconsistencies in FGTS classification. Adjustments are made to correct anomalies, ensure route continuity, and confirm consistency across jurisdictional boundaries.

Washington State FGTS Classification System

Data Sources

- State Routes:
 - Data provided by the WSDOT Transportation Data Office (TDO).
 - Average annual truck traffic and tonnage for state highways is obtained from available permanent and short locations. Counts are converted to gross annual tons.
- County Roads:
 - County Road Administration Board (CRAB) provides FGTS classification in the annual County Freight and Goods System (CFGS).
 - Classification is based on same methodology used for state route designation.
- City Streets:
 - Association of Washington Cities (AWC) and WSDOT contact all cities and towns for updated classifications of city streets within jurisdiction.
 - Guidance is provided to promote consistent methodology.

The 2007 FGTS Update

- The FGTS classifications were updated during 2007.
- The 2007 FGTS Update Team collected, reviewed, and validated updated T-1 through T-5 FGTS classifications for state routes, county roads, and city streets.
- The 2007 FGTS Update Team included representatives from:
 - Association of Washington Cities
 - County Road Administration Board
 - WSDOT Freight Systems Division (Project Manager)
 - WSDOT Geographic Services
 - WSDOT Highways and Local Programs
 - WSDOT Strategic Planning and Programming
 - WSDOT Transportation Data Office
- T-1 and T-2 classifications have been adopted by the FMSIB as updated Strategic Freight Corridors.
- The Washington State Department of Transportation will officially adopt the updated classifications and final report.

The 2007 FGTS Update

Improvements and Additions

- New online format provided for cities to update classifications.
 - Improved process increased response rate and saved time for cities and WSDOT.
- Additional information obtained for better use of data.
 - Sources of data to explain actual counts versus estimates.
 - Statewide locations of classification counts.
 - Truck counts, in addition to tonnage, for state routes.
 - All city streets previously designated as “truck routes” were required to have FGTS classification.
- Online presentation of 2007 information is being developed.
 - The goal is for easier access to information for use by state and local planners, engineers, and decision-makers.
 - Will include:
 - Final Report with T-1 and T-2 tables and maps
 - Detailed maps at the county, urban area, and rural city level of T-1 through T-5 classifications.
 - Data download options in GIS and CAD.
 - Links to sources and detailed tables.

2007 Update of T-1 and T-2 FGTS Classifications

Final Report and Summary

- **Tabular Information:**

- 2007 State Route T-1 and T-2 Classifications (Sorted by SR)
- 2007 State Route T-1 and T-2 Classifications (Sorted by County)
- State Route T-1 and T-2 Classification Changes, 2005 to 2007
- 2007 County Road T-1 and T-2 Classifications
- County Road T-1 and T-2 Classification Changes, 2005 to 2007
- 2007 City Street T-1 and T-2 Classifications
- City Street T-1 and T-2 Classification Changes, 2005 to 2007

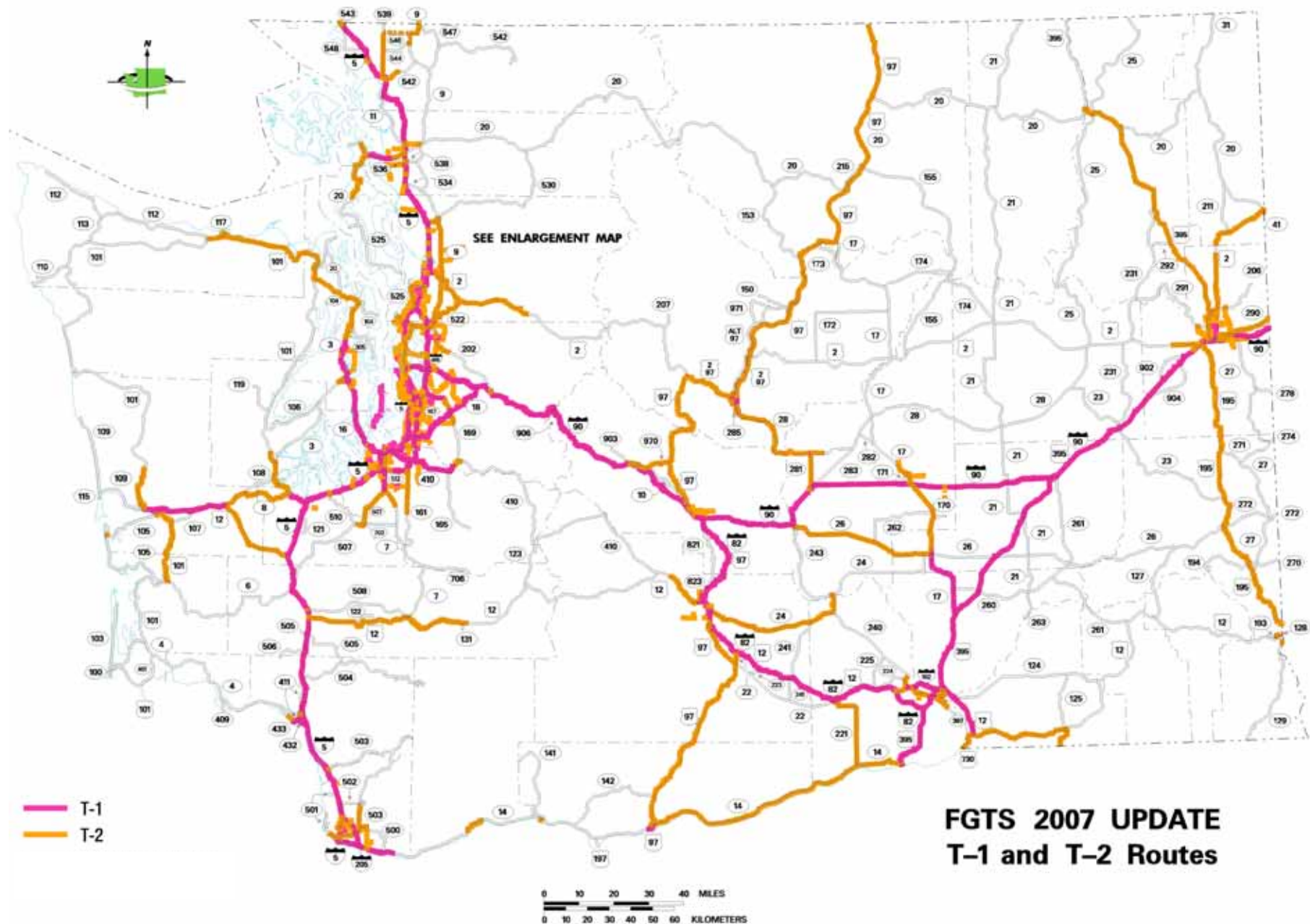
- **Graphic Information:**

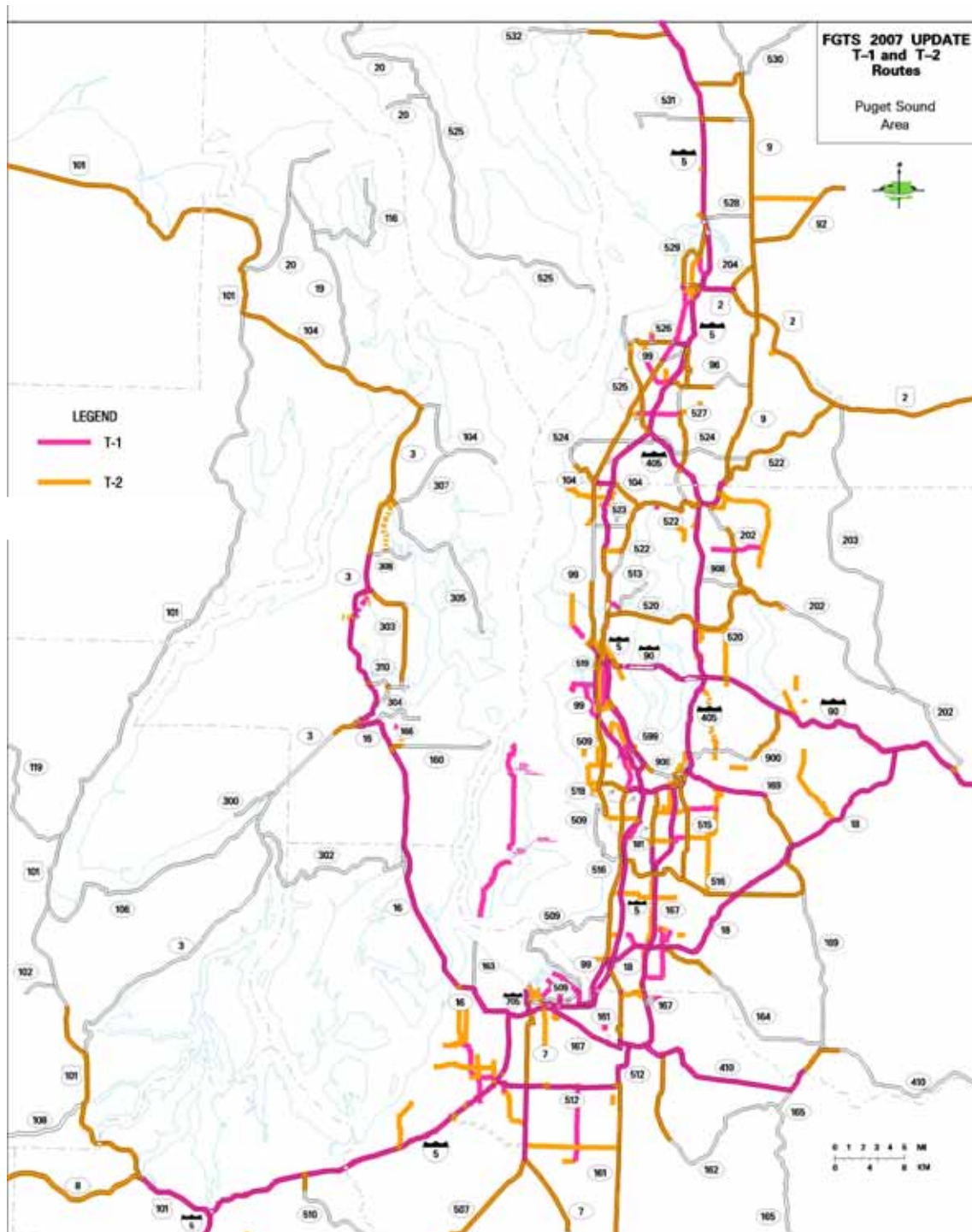
- Statewide Map of FGTS 2007 Update T-1 and T-2 Routes
- Puget Sound Area Map of FGTS 2007 Update T-1 and T-2 Routes
- Statewide Map of FGTS 2007 Update T-1 and T-2 SR Designation Changes Since 2005
- Puget Sound Area Map of FGTS 2007 Update T-1 and T-2 SR Designation Changes Since 2005

- **The 2007 T-1 and T-2 FGTS classifications include:**

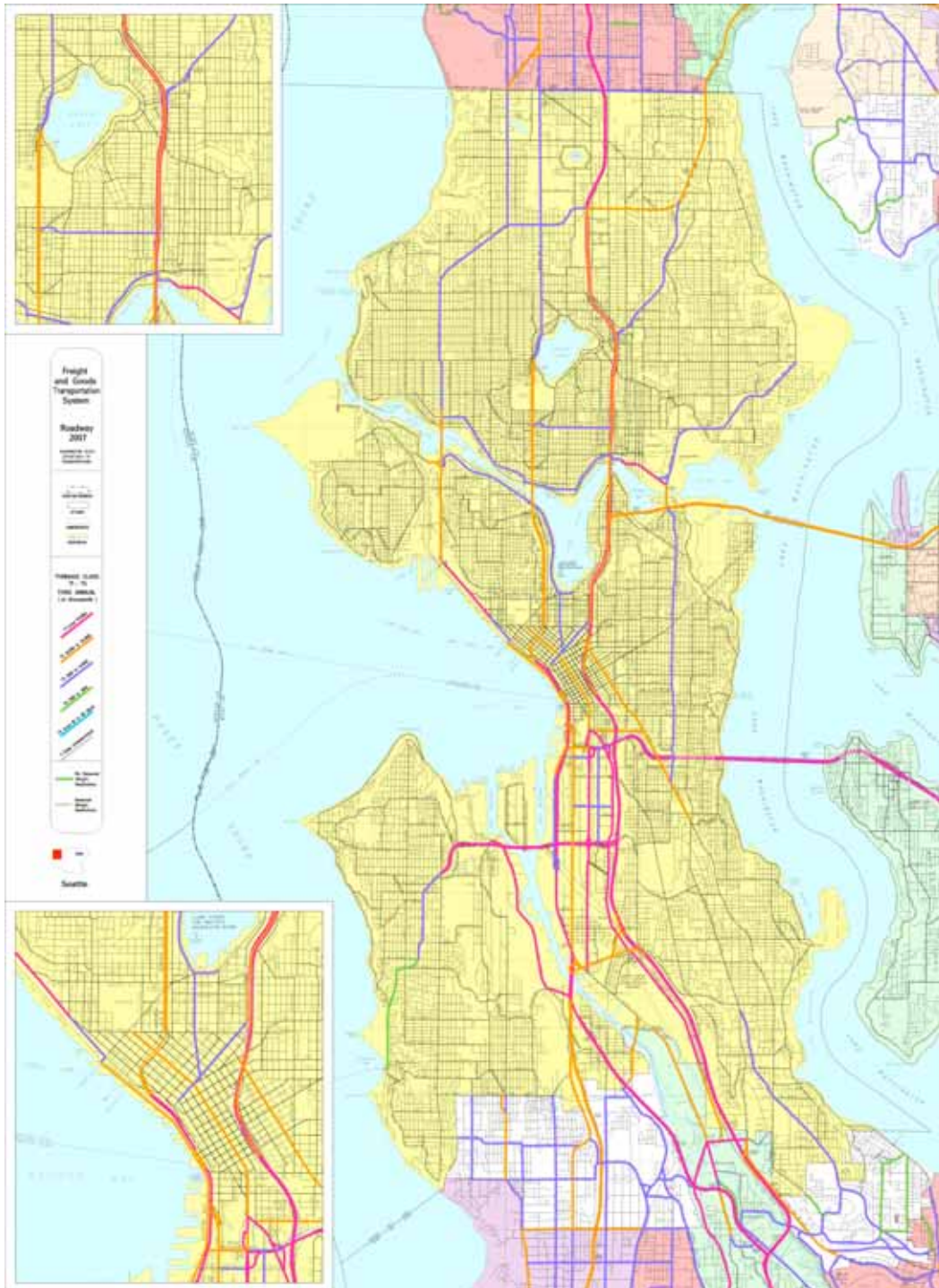
- 2,607 total state route miles
- 207 total county road miles
- 44 Washington cities and towns with T-1 and T-2 city streets

State Map of 2007 FGTS Class T-1 and T-2 Routes





Puget Sound Area Map of 2007 FGTS Class T-1 and T-2 Routes



2007 FGTS Update Example of Urban Area Map (Seattle)

2007 T-1 and T-2 FGTS Classifications for State Routes (SR)

- The Transportation Data Office provided updated T-1 through T-5 classifications for State Routes.
- Additional count locations allowed for further segmentation of roadways.
For example:

2005 FGTS Classification

| SR | Description | BMP | EMP | Total Miles | 2005 FGTS | Tonnage | County |
|----|---|-------|-------|-------------|-----------|------------|--------|
| 99 | Pierce/King Co. line to W Green Lake Way | 6.15 | 36.45 | 27.69 | T-1 | 17,902,000 | King |
| 99 | W Green Lake Way to King/Snohomish Co. line | 36.45 | 43.5 | 7.04 | T-2 | 4,126,000 | King |

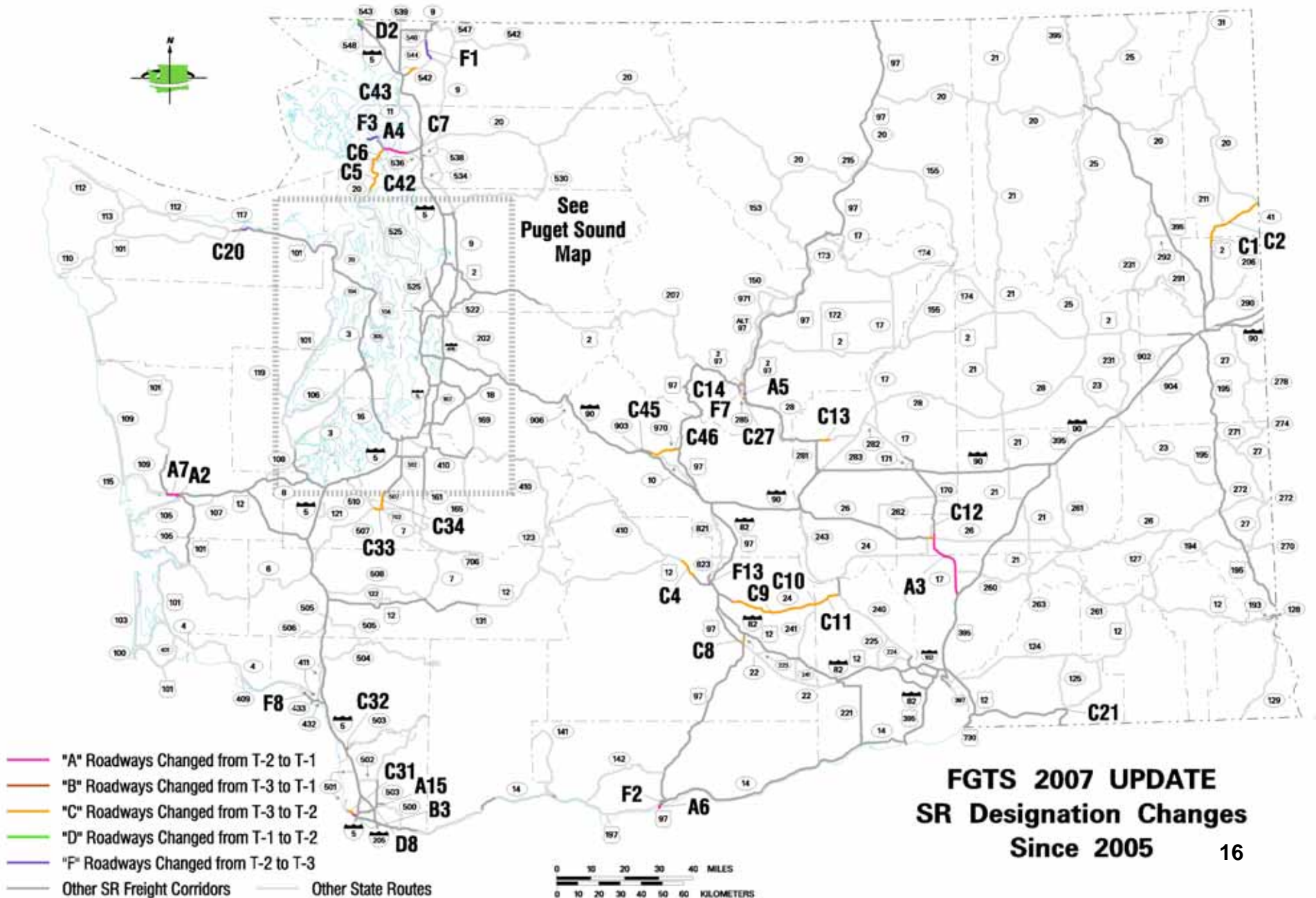
2007 FGTS Classification

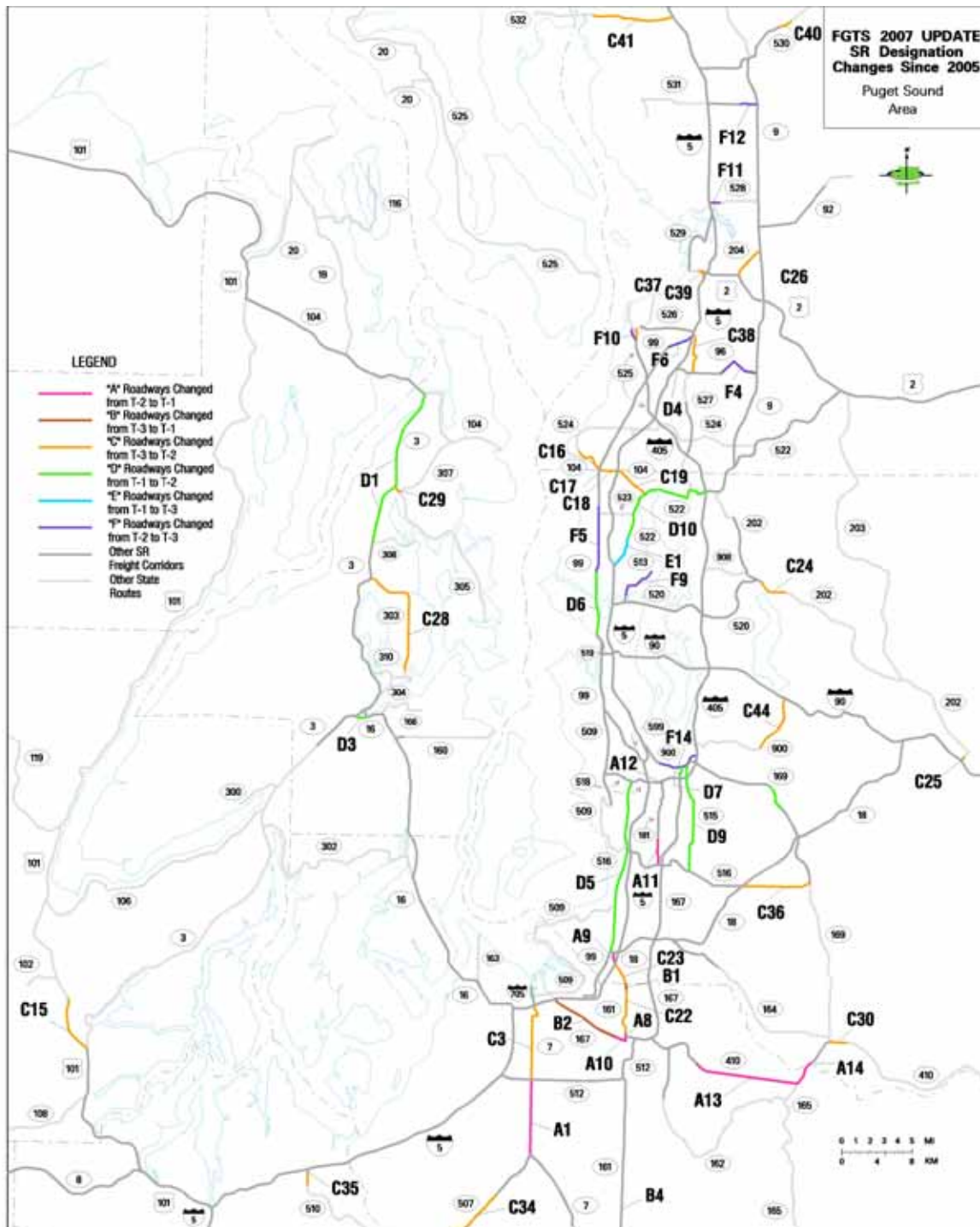
| SR | Description | BMP | EMP | Total Miles | 2007 FGTS | Tonnage | County |
|----|--|-------|-------|-------------|-----------|------------|--------|
| 99 | Pierce/King Co. line to SR 18 | 6.15 | 8.14 | 1.99 | T-1 | 8,390,000 | King |
| 99 | SR 18 to SR 518/physical gap | 8.14 | 20.43 | 12.29 | T-2 | 2,780,000 | King |
| 99 | physical gap/SR 599 to E Marginal Way | 22.97 | 28.57 | 5.52 | T-1 | 21,230,000 | King |
| 99 | E Marginal Way to Elliot Ave (includes Alaska Way Viaduct Couplet) | 28.57 | 31.79 | 3.22 | T-1 | 9,710,000 | King |
| 99 | Elliot Ave to Green Lake Way | 31.79 | 36.45 | 4.66 | T-2 | 4,050,000 | King |
| 99 | Green Lake Way to N 155th St. | 36.45 | 40.97 | 4.52 | T-3 | 2,800,000 | King |
| 99 | N 155th St. to King/Snohomish Co. line | 40.97 | 43.5 | 2.52 | T-2 | 2,820,000 | King |

Changes to T-1 and T-2 Classified State Route Segments, 2005 to 2007

- Changes that did not result in addition or removal of roadways from the Strategic Freight Corridor list included:
 - 44 state route miles increased T-2 to T-1 (Map reference **A**), 15 segments
 - 48 state route miles decreased T-1 to T-2 (Map reference **D**), 10 segments
 - 29.25 miles removed for distance modifications and corrections
- Roadways added to the T-1 and T-2 (Strategic Freight Corridor) list included:
 - 7.62 state route miles increased T-3 to T-1 (Map reference **B**), 3 segments
 - 171 state route miles increased T-3 to T-2 (Map reference **C**), 46 segments
- Roadways removed from the T-1 and T-2 (Strategic Freight Corridor) list included:
 - 2.52 state route miles decreased T-1 to T-3 (Map reference **E**), 1 segment
 - 33.68 state route miles decreased T-2 to T-3 (Map reference **F**), 14 segments

State Map of SR T-1 and T-2 Classification Changes





Puget Sound Area Map of SR T-1 and T-2 Classification Changes

Changes to T-1 and T-2 Classified County Road Segments, 2005 to 2007

- In 2007, there were 207 total miles of T-1 and T-2 county road segments, a slight decrease from 211 miles in 2005.
- One mile increased from T-2 to T-1, and 8 miles decreased from T-1 to T-2.
- Almost 28 miles of T-1 and T-2 county road segments added in 2007, including:
 - Clark County – 5.59 new miles. New traffic counts with better data.
 - Skagit County – 8.57 new miles. Truck traffic increased.
 - Snohomish County – 6.04 new miles. Truck traffic increased.
- Almost 32 miles of T-1 and T-2 county road segments removed in 2007, including:
 - Clark County – 21.8 miles removed. New traffic counts with better data.
 - King County – 1.73 miles removed. Jurisdiction changes.
 - Kittitas County – 2.56 miles removed. New traffic counts.

Changes to T-1 and T-2 Classified City Streets, 2005 to 2007

- Total of 44 cities and towns have T-1 and T-2 designated city streets.
- New T-1 and T-2 classified city street segments included:
 - Kennewick and Richland added S Columbia Center Blvd.
 - Lakewood, Seattle, Tacoma, and Spokane added several new streets for better route continuity and new traffic counts.
- Removed T-1 and T-2 classified city street segments included:
 - Cities and towns previously identified state routes in their city street T-1 and T-2 log. These were removed and the state or county classification was adopted.
 - Canyon Road in Ellensburg was reclassified as T-4.
 - Seattle and Lakewood reclassified several city street segments as T-3.
- In 2005 some city streets were identified as “Truck Routes” by the local jurisdiction, but had an undetermined FGTS classification. In 2007, an FGTS classification was required.

Key Findings and Next Steps

- The accuracy of FGTS designations is constrained by the ability to obtain accurate truck counts.
 - Local jurisdictions are still challenged to provide accurate truck counts and FGTS classification information due to lack of funding, staff, and technology.
 - Many FGTS classifications for state routes and county roads are also based on estimates due to truck count availability, and funding to install and maintain adequate classification counters.
- The FGTS must be supplemented with additional analysis to understand freight needs, impacts, and priorities.
 - Truck tonnage and roadway information represents only one part of an intermodal and complex network.
 - Truck tonnage data, alone, cannot be used to understand the economic importance of roadway segments and the industries they serve, performance requirements and gaps, and future trends.
- Next Steps:
 - WSDOT Freight Systems Division (FSD) is working with many stakeholders to propose a comprehensive, systematic, and ongoing state freight data system.
 - WSDOT FSD is also working with stakeholders and partners to develop a classification scheme for the state's freight corridors to help prioritize improvements.

Summary

- The FGTS provides a snapshot of freight tonnage on state routes, county roads, and city streets in Washington State. Roadway segments are classified based on actual or estimated average annual freight tonnage carried.
- WSDOT has updated T-1 through T-5 classifications for the 2007 FGTS Update, and FMSIB has adopted the T-1 and T-2 classifications as Strategic Freight Corridors.
- Comprehensive, online information will be available in early 2008.
- The FGTS provides useful data, but it has limitations for strategic planning and prioritizing, and is limited by availability of classification counts.

Questions?

For additional information on the
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